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EXTENSION OF RAILWAY INTO SVENSTEN.—Yesterday, a meeting was held in the Peteraburg Church, the English Schoolroom, for the purpose of urging the Government to extend the railway from the Redfern station into the city, and to secure better roads for the suburban residents. About forty persons were present. Mr. Pigott, Mayor of Peteraburg, took the chair, and said that the meeting had been called by this request, and that he was anxious to see the Government requisition, influentially signed, for the purpose of urging the Government to extend the railway into the city, and to give increased accommodation to the suburban residents. One would think that the Government would be but one opinion on this matter. There might be two, but there would be opposition. He heard that the shopkeepers along George-street, the Redfern Station, would oppose this Bill.

their power. They seemed to imagine that if the railway station were carried past their doors the business would be affected proportionately. It is doubtful whether this would be the effect. But they must be persuaded to meet this opposition by the counter opposition. I would find all the shopkeepers from King-street northwards would support me. I would suggest that I would get the railway extended from every way they would suggest to the site of the George-street market, or to the present position contemplated, to the Supreme Court, for which place I had already provided. The effect of this extension would increase the railway traffic very considerably. In the case of the extension to the Supreme Court, I thought I have of a large proportion of the inhabitants of the city. They would succeed if they only banded themselves together, and determined to carry their object through. If the means of communication were extended to the effect would be to induce more business.

country would also become a place of resort for those who desire to be in the bosom of nature, and who desire to cultivate a taste for pure pleasures than could be had in the city. Another reason why they should not get the line extended was that property along the line would be enhanced in value tenfold. He read from the report of the Hon. Sir George Grey, in expressing their inability to get the present line extended, and their sympathy with its object. He then read upon Mr. W. H. L. Pailing, who moved the first motion as follows:—“That, in the opinion of this House, steps should be forthwith taken by the Government to continue the railway from the terminus at the Station to a central position in Sydney.” Mr. P. seconded the motion, and observed that it was being where it was at Rodfere, proclaimed the Government.

tended into the city to either of the sites would be a serious matter for the chairman. It needed no very large amount of salt to show that if the railway traffic were properly the line would be made available for almost everything that could be carried into the city. The traffic was not on increasing while the railway traffic had gone on decreasing. He had no doubt that if the line were carried into the whole of the traffic of Newswon, which was a population of 6,000, would go by the railway, the traffic of being carried by the water would be small. It alone would furnish sufficient to pay good interest on the cost of construction. When had it been shown that a railway was allowed to stop short of the station of a given city? He had thought that it would be a good site for the railway, but he thought small contended that it would be of no use and the station only as far as Bilsay.

Mr. Palmer moved the next resolution as follows: "That more frequent means of communication be provided with the city should be ordered to the suburban stations." He said that at present it was an enormous waste of time and money to have to travel by the omnibus in preference to the railway trains. It cost him £1 for a return ticket by the railway, besides expense for the railway omnibus, while by the omnibus and the omnibus man, he was able to go and return for sixpence, and he shilling by the omnibus. There was nothing very wrong in the railway management, but there should be such an enormous bus traffic composed of the railway omnibuses, that it was almost impossible to get the omnibuses. He believed that it was true that there were not sufficient trains running to the suburbs, that the fares were too high, and that the trains

of turned into a convenient part of the city. Mr. McEwen seconded the resolution, and analyzed the railway problem, showing that there was no time to lose. In less than three hours, in which there was no train running on an Interurban during the day. The first-class fare on the railway was 8d., and the second 6d., while the Interurban was 10d. The resolution was unanimously agreed to, and the meeting then moved the third resolution as follows,—"That W. H. Pigott, R. A. Cape, F. T. Watkins, G. M. O. Holden, and the mover, with power to add to the number, form a committee, for the purpose of investigating the objects expressed in the previous resolutions, and to operate with any other committee appointed to carry out the objects, and also to form a deputation from the committee to the Minister for Works." He said that it was the duty of the committee to hold frequent meetings, and to report to the committee, and to make a statement for the accomplishment of their object. Mr. J.

BY RYDE WHARF.—A correspondent for the following report:—A meeting of ratepayers at the Council Chambers, on Saturday, 5th inst., to consider a resolution passed at a former meeting, reference to the state of affairs between the Council and the Farmington River Steam Company. The Council was voted to the chair by a large majority, and a motion from a number of ratepayers who could not attend the meeting, but felt deeply interested in the val-

the district, and expressed their wish to be heard by a vote of the people. They fully understood the situation that had been placed before them. The speaker said that seeing so many names, and some of them the property holders in the district, he felt sure that no meeting would be held, and had no right to be held until the second meeting of the board was held.

seconded. Alderman Foreyth moved that the petition be not received. Who knew what misapprehensions had been stated to those people. He thought meeting had no right to receive a requisition of the board. Mr. Deane thought there was no right to be received. Mr. Barker. (The meeting had been reported in the *Freid*, and, in his opinion, a fair report, as it stated the whole of the resolutions passed at that meeting.)

category. It is a question of the right of the people to be heard for themselves, and would not be likely to be held by any misrepresentation. The Mayor remarked

The meeting was called to obtain the wisdom of the directors to a former resolution, and he hoped that the directors would come from the meeting with a strong opinion; but he thought they had a right to reply in any way that might assist them. The resolution was:

The chairman read letters from Mr. Hayden and condemning further proceedings at law. A letter was read from the manager of the company, explaining the terms of the Council's approbation respecting the same. A long discussion arose as to what terms would be reasonable to both parties. Mr. Josselyn, the company's manager, said that the directors were to receive the dues demanded by the Council, and that the company were compelled to raise the dues. Mr. Hyde to meet those excessive demands. The second was only too glad to meet the Council as far as the dues were concerned. Mr. Hayden said he was not prepared to do so, and if he studied his own interest he should go to

But there were times that self-interest should be considered, and the public interest attended to. He thought it was better to make a deal with the payers, and to be more advantageously spent than to spend it in law. Council had been to law already and get lost, and he was not complying with their by-laws. He would like to see if they were not in the same position still. As regards the terms of the deal, he thought he could get the company would be agreeable, on conditions that they were free for the future, to pay the Council \$20, per wharfing, pay their own costs so far, and keep the balance of the wharf in repair. The Mayor said that he had been telling him that the company would be agreeable to accept them, and would do so. Alderman Herring reminded the Mayor that he was doubtful if a majority of the Council would vote to it, as there were Aldermen determined to do so, and he thought it better to let it go. (A price: let

[illegible]

SALE OF FISH.—In consequence of the
five sale of fish to country purchasers, the supply for
retail is getting limited, and it is perhaps desirable
to put out that as better prices are obtained at the West-
combe market, the dealers in reality lose by sending their
specimens to the auctioneers, Bathurst, and the
at the sale by Messrs. Lister and Co. this morning,
the following prices were obtained:—Two dozen common
fish, \$2 10s. 6d.; 8 tregan, 4s.; 9 banded
from Wollomoolloo, 6s.; 2 ditto whiting, 4s.
orange, 2s. 1s. 2s.; and 1 basket fish from Sur-
fer.

FORMING DOGS.—It will be seen by refer-
ence to our advertising columns that Messrs. F. Girdle
and his dogs, and that the public are to have an

...tunity of witnessing their performance. If they be
as clever as they are represented to be, they will con-
favourably with the celebrated dog mentioned by Mr.
Jingle.

STOCK AND SHARE LIST.

OFFICIAL LIST OF PRICES CURRENT, JULY 9.

SHARES.	GOVERNMENT.	MINING.
ANZACIO, 1000 Shares	12 1/2	12 1/2
ANZACIO, 500 Shares	12 1/2	12 1/2
ANZACIO, 250 Shares	12 1/2	12 1/2
ANZACIO, 125 Shares	12 1/2	12 1/2
ANZACIO, 62 1/2 Shares	12 1/2	12 1/2
ANZACIO, 31 1/4 Shares	12 1/2	12 1/2
ANZACIO, 15 1/2 Shares	12 1/2	12 1/2
ANZACIO, 7 1/2 Shares	12 1/2	12 1/2
ANZACIO, 3 1/4 Shares	12 1/2	12 1/2
ANZACIO, 1 1/2 Shares	12 1/2	12 1/2
ANZACIO, 3/4 Share	12 1/2	12 1/2
ANZACIO, 1/2 Share	12 1/2	12 1/2
ANZACIO, 1/4 Share	12 1/2	12 1/2
ANZACIO, 1/8 Share	12 1/2	12 1/2
ANZACIO, 1/16 Share	12 1/2	12 1/2
ANZACIO, 1/32 Share	12 1/2	12 1/2
ANZACIO, 1/64 Share	12 1/2	12 1/2
ANZACIO, 1/128 Share	12 1/2	12 1/2
ANZACIO, 1/256 Share	12 1/2	12 1/2
ANZACIO, 1/512 Share	12 1/2	12 1/2
ANZACIO, 1/1024 Share	12 1/2	12 1/2
ANZACIO, 1/2048 Share	12 1/2	12 1/2
ANZACIO, 1/4096 Share	12 1/2	12 1/2
ANZACIO, 1/8192 Share	12 1/2	12 1/2
ANZACIO, 1/16384 Share	12 1/2	12 1/2
ANZACIO, 1/32768 Share	12 1/2	12 1/2
ANZACIO, 1/65536 Share	12 1/2	12 1/2
ANZACIO, 1/131072 Share	12 1/2	12 1/2
ANZACIO, 1/262144 Share	12 1/2	12 1/2
ANZACIO, 1/524288 Share	12 1/2	12 1/2
ANZACIO, 1/1048576 Share	12 1/2	12 1/2
ANZACIO, 1/2097152 Share	12 1/2	12 1/2
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ANZACIO, 1/8388608 Share	12 1/2	12 1/2
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